

Application Numbers: WNS/2021/0366/COND and C/2017/0899

Parishes: Harpole and Harlestone Manor

Application Numbers: WNS/2021/0366/COND and C/2017/0899

Location: Land Bounded by New Sandy Lane to the East

Proposal: Condition 7 [Design Code] Application for approval of details submitted pursuant to condition 7 of dual planning permissions S/2017/2270/EIA and DA/2017/0889 [Outline application for the demolition of existing barns and the erection of up to 1750 dwellings, a primary school, A mixed use Local Centre (Uses A1-A5, D1), together with associated public open space, landscaping, highways sustainable drainage systems, and all ancillary infrastructure works, including a new primary sub-station. (Application accompanied by an Environmental Statement)

Applicant: Bloor Homes

Agent:

Case Officer: Suzanne Taylor

Wards: Bugbrooke AND Moulton

Reason for Referral: **Affects Sustainable Urban Extension**

Committee Date: 18/10/2021

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: AGREE TO DISCHARGE THE DESIGN CODE CONDITION

Proposal

Application to discharge condition 7 of the outline planning permission for Northampton West Sustainable Urban Extension (SUE) which seeks to agree the Design Code for the development.

Consultations

No consultees have raised **objections** to the application.

The following consultees have raised **no objections** to the application:

- Harpole Parish Council, Harlestone Manor Parish Council, Local Highways Authority, Education, Surface Water Drainage, Building Control, Strategic Housing, Economic Development, Northants Police Crime Prevention Design Advisor, Stagecoach Buses

No consultees are **in support** of the application.

No letters of objection or support have been received.

Conclusion

The proposed Northampton West Design Code is consistent with the outline planning permission and represents a logical progression from the associated Masterplan and Design and Access Statement. The applicants have worked with officers to amend and revise the code to produce a set of guidelines which should enable developers to design appropriate, detailed, reserved matters planning applications for this SUE. Condition 7 of the planning permissions should be discharged.

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1. APPLICATION SITE AND LOCALITY

- 1.1 The application site is circa 83 hectares that lies on the western edge of Northampton adjacent to the communities of Duston and New Duston and some 6km from Northampton town centre. The village of Harpole lies approximately 1.7km to the south and Harlestone (in Daventry) approximately 2km to the north. The site is primarily comprised of arable and grazing agricultural land and straddles the former district boundaries of Daventry and South Northants; split almost 50:50 between the two areas. This boundary is demarcated by the Dallington Brook watercourse which runs roughly east to west across the middle of the site and provides a green corridor of existing vegetation through the site.
- 1.2 The New Sandy Lane runs along the eastern site boundary with Roman Road to the south. Port Road to Harlestone bisects the northern part of the site and the north of the site is bounded by Round Oak plantation and a restored section of Harlestone Quarry inert landfill. To the west is predominantly agricultural land and the easternmost extent of the Althorp Estate. The site is mainly large arable fields contained by hedgerows, fence lines and trees and includes smaller pockets of woodland and scrub and two small farm estates; Fleetlands Farm to the north and Heath Farm to the south.
- 1.3 To the east of the application sites is New Sandy Lane, a single carriageway relief road connecting Harlestone Road at the north to Roman Road at the south. To the east of that is a surface water balancing pond that receives run off from New Sandy Lane and to the north-east of the site boundary is New Duston which forms the urban edge of Northampton and is comprised of late 20th Century two storey housing. There is a landscape buffer, cycleway and footpath between the western edge of the residential area and New Sandy Lane, meaning that apart from Fleetlands Farm and Heath Farm, the closest existing housing is over 60m from the site.
- 1.4 To the south of the site is Roman Road, a single carriageway road that connects Northampton with Nobottle to the west. Roman Road meets New Sandy Lane at a double mini roundabout on the south-eastern corner of the site. Beyond Roman Road to the south, the land remains relatively flat before rising up to a ridgeline south of which the land slopes back down to the village of Harpole.

- 1.5 To the west and north west of the site are agricultural fields, with the land rising to a ridge, before dropping down to Upper Harlestone and Harlestone. To the west, south of Dallington Brook, is a Public Right of Way (PROW) (CU11 and KP1) bridleway which connects Upper Harlestone and Roman Road. A footpath also borders the north boundary of the site (CU27) which also links to Upper Harlestone.
- 1.6 The site is visually contained and screened from the villages of Harpole, Upper Harlestone and Harlestone by the existing topography and areas of woodland and sits within a 'bowl' of land.
- 1.7 The site comprises a significant proportion of the Policy N4 allocation for the Northampton West Sustainable Urban Extension (SUE) contained in the West Northamptonshire Joint Core Strategy. A small section of the south-eastern corner of the N4 allocation (lying to the south of Roman Road) forms part of the Norwood Farm SUE hybrid planning permission (ref: S/2016/1324/EIA).

2. CONSTRAINTS

- 2.1. The site lies within an Important Local Gap as defined in saved policy EV8 of the South Northamptonshire Local Plan (SNLP).
- 2.2. The site lies within a Special Landscape Area as defined in saved policy EV7 of the SNLP; iii) The Hemplow Hills, Cottesbrook and Brington Area.
- 2.3. Parts of the site (adjacent to the watercourse running roughly east-west through the centre and marking the district boundary between South Northants and Daventry) of the site lie within Flood Zones 2 and 3.
- 2.4. It's within 2km of the following SSSIs: Nobottle Belt; Oldfield Thicket; Nobottle Short Wood; Nobottle Wood; Church Brampton Golf Course; Harlestone Firs; Broadgow Spinney; Heath Spinney and Brook; Berry Wood; Dallington Heath; Sowditch Thicket; Dallington Brook Grassland; Upton Pasture.
- 2.5. The site lies within 1 km of Harlestone Quarry.
- 2.6. There are two historical landfill sites within the area.
- 2.7. The following archaeological assets lie within the site:
 - Lodge Barn Farm; Possible Iron Age/Romano-British Settlement;
 - Possible Iron Age/Romano-British Settlement;
 - Possible Prehistoric Settlement.
- 2.8. There is an area of ridge and furrow to the north-west of the site (within the Daventry area).

3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1. In December 2020 outline planning permission was granted for up to 1,750 dwellings, a primary school, a mixed use Local Centre (Uses A1-A5, D1), together with associated public open space, landscaping, highways, sustainable drainage systems, and all ancillary infrastructure works. The current application seeks to discharge condition 7 of this permission which requires the submission and approval of a Design Code before any development commences. The applicant has submitted a site-wide Design Code which will cover all future phases of the permission.

3.2. The condition requires that the Design Code should be broadly in accordance with the submitted Design and Access Statement and should include, where relevant, details and guidance in respect of the following matters:

(a) Residential Areas: Including information on character areas, densities, block types, building types, clustering of affordable housing, the palette of materials, architectural details, building heights, building lines and boundary treatments;

(b) Local Centre: Including Information on design, form, character, scale, public realm and palette of materials;

(c) Streets: including information on the hierarchy, nature and form of streets, cycleways and footways; cross sections; character; materials, permeability and street landscaping where possible;

(d) Non-Vehicular Movement: Including information on the framework and hierarchy for pedestrians, cyclists and horse riders, rights of way, desire lines, and connectivity, materials, landscaping and surveillance;

(f) Parking: Information on car, lorry and cycle parking standards for residential, employment, commercial, leisure and schools;

(g) Landscape: including information on landscaped areas and green infrastructure including: amenity spaces; public open space; parks and play areas, street furniture; conservation of flora and fauna; and biodiversity mitigation measures;

(h) Drainage: details of surface and foul water drainage;

(i) Crime Prevention: Information on all residential, commercial, employment, leisure and public areas;

(j) Fire Hydrants: A scheme for the location of (on average) one fire hydrant for every 50 dwellings;

(k) Electricity Sub Stations: A scheme for the location of electricity sub stations where necessary.

The conditions states that the development should be carried out in accordance with the principles of the approved Design Code. Therefore, it is anticipated that all future applications for phases within this development should follow the guidance and rules set out in the approved Design Code.

4. RELEVANT PLANNING HISTORY

4.1. The following planning history is considered relevant to the current proposal:

Application Ref.	Proposal	Decision
S/2017/2270/EIA and DA/2017/0889	Outline application for the demolition of existing barns and the erection of up to 1750 dwellings, a primary school, A mixed use Local Centre (Uses A1-A5, D1), together with associated public open space, landscaping, highways sustainable drainage systems, and all ancillary infrastructure works, including a new	APPROVED

	primary sub-station. (Application accompanied by an Environmental Statement). Dual application.	
S/2016/1324/EIA	Norwood Farm SUE - Hybrid planning application seeking both full and outline planning permission for: Part A: Outline planning permission for a sustainable urban extension comprising: Up to 1,900 dwellings (use class C3); Public open space and children's play areas; Landscape areas, new landscape planting and hydrological attenuation features and sustainable drainage systems; Primary school (use class D1); and Mixed use local centre which may include residential (use class C3), retail (use classes A1, A2, A3, A4 and A5), and health and community facilities (use class D1). Part B: Full planning permission for: Demolition of any on site buildings or structures; and Routing of Sandy Lane Relief Road and associated vehicular access points. Application is accompanied by an Environmental Impact Assessment.	APPROVED
S/2020/2107/COND	Condition 6 (Design Code) – Application for approval of details submitted pursuant to condition 6 of planning permission S/2016/1324/EIA	APPROVED

5. RELEVANT PLANNING POLICY AND GUIDANCE

Statutory Duty

- 5.1. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

- 5.2. The Development Plan comprises the West Northamptonshire Joint Core Strategy Local Plan (Part 1) which was formally adopted by the Joint Strategic Planning Committee on 15th December 2014 and which provides the strategic planning policy framework for the District to 2029, the adopted South Northants and Daventry Local Plans (Part 2) and adopted Neighbourhood Plans. The relevant planning policies of the statutory Development Plan are set out below:

West Northamptonshire Joint Core Strategy Local Plan (Part 1) (LPP1)

- 5.3. The relevant policies of the LPP1 are:

- SA – Presumption in Favour of Sustainable Development
- S1 – Distribution of Development
- S3 - Scale and Distribution of Development
- S4 – Northampton Related Development Area
- S5 – Sustainable Urban Extensions
- S6 – Monitoring and Review
- S7 – Provision of Jobs

- S8 – Distribution of Jobs
- S9 – Distribution of Retail Development
- S10 – Sustainable Development Principles
- S11 – Low Carbon and Renewable Energy
- C1 – Changing Behaviour and Modal Shift
- C2 – New Developments
- C3 – Strategic Connections
- C5 – Enhancing Local and Neighbourhood Connections
- RC2 – Community Needs
- H1 – Housing Density and Mix and Type of Dwellings
- H2 – Affordable Housing
- H4 – Sustainable Housing
- BN1 – Green Infrastructure Connections
- BN2 – Biodiversity
- BN3 – Woodland Enhancement
- BN5 – The Historic Environment and Landscape
- BN7a – Water Supply, Quality and Wastewater Infrastructure
- BN7 – Flood Risk
- BN8 – The River Nene Strategic River Corridor
- BN9 – Planning for Pollution Control
- BN10 – Ground Instability
- INF1 – Approach to Infrastructure Delivery
- INF2 – Contributions to Infrastructure Requirements
- N4 – Northampton West Sustainable Urban Extension

South Northants Local Plan (Part 2) (LPP2)

5.4. The relevant policies of the SNLPP2 are:

- LH8 – Affordable Housing
- EMP3 – New Employment development
- SDP1 – Design principles
- SDP3 – Health facilities and wellbeing
- INF1 – Infrastructure delivery and funding
- INF2 – Community facilities
- INF3 – Education facilities
- INF4 – Electric vehicle charging points
- GS1 – Open space, sport and recreation
- GS2 – Local green spaces
- HE1 – Significance of heritage assets
- HE2 – Scheduled ancient monuments
- HE5 – Listed Buildings
- HE6 – Conservation Areas
- HE7 – Non designated heritage assets
- NE2 – Special landscape areas
- NE3 – Green infrastructure corridors
- NE4 – Trees, woodlands and hedgerows
- NE5 – Biodiversity and geodiversity

Settlements and Countryside Local Plan (Part 2) for Daventry (LPP2)

5.5. The relevant policies of the Daventry LPP2 are:

- HO8 - Housing Mix and Type
- ST1 - Sustainable Transport Infrastructure
- EN1 - Landscape

- ENV3 - Green Wedge
- ENV4 - Green Infrastructure
- ENV5 - Biodiversity
- ENV7 - Historic Environment
- ENV9 - Renewable Energy and Low Carbon Development
- ENV10 - Design
- ENV11 - Local Flood Risk Management
- CW1 - Health and Wellbeing
- CW2 - Open Space Requirements

Harpole Neighbourhood Plan (NHP)

5.6. The relevant policies of the NHP are:

- H2 – Integrated tenures
- H3 – Design Principles
- H6 – Green Wedges
- H9 – Green Infrastructure and Biodiversity
- H10 – Protecting and Enhancing Local Landscape Character in Harpole Parish
- H11 – Traffic Management and Transport Improvements
- H12 – Footpaths/cycleways/connectivity

Material Considerations

5.7. Below is a list of the relevant Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- The Planning (Listed Buildings and Conservation Areas) Act 1990
- EU Habitats Directive
- Natural Environment and Rural Communities Act 2006
- Conservation of Habitats and Species Regulations 2017
- Circular 06/2005 (Biodiversity and Geological Conservation)
- Human Rights Act 1998 (“HRA”)
- Equalities Act 2010 (“EA”)
- Nortoft Study: Planning for the Future of Open Space, Sport and Recreation in West Northamptonshire
- Strategic Development Framework (SDF) - a document produced as a technical guide/evidence base to inform the master planning process and as a tool to guide and co-ordinate future development in West Northamptonshire. It does not constitute planning policy, but it is consistent with and amplifies the JCS strategic policy framework of providing a ‘planled’ approach to guide development of the SUE’s.
- South Northamptonshire Supplementary Planning Guidance/Documents (SPDs and SPGs): Energy Efficiency, Developer Contributions, Parking, Air Quality and Emissions Mitigation: Guidance for Developers
- South Northamptonshire Design Guide

6. RESPONSE TO CONSULTATION

Below is a summary of the consultation responses received at the time of writing this report.

Consultee Name	Position	Comment
Harpole Parish Council	Comments	<p>A joint response was provided by Harpole and Harlestone Manor Parish Councils which made comments on the following matters:</p> <p>1) Unequal density of housing across the development. <i>(Officer Note: This was approved under the outline permission).</i></p> <p>2) Lack of permeability of housing in Heath and Central core areas. <i>(Officer Note: Pedestrian and cycle linkages are to be provided throughout the development to ensure sustainable modes of transport including a Primary Footpath (cycle/walking/running) alongside the Primary Spine Rd. The green/blue corridor of the brook should not be broken-up by too many connections which could adversely affect its ecological function).</i></p> <p>3) Concentration of play and leisure facilities to north of Dallington Brook. <i>(Officer Note: The play areas and leisure facilities are located in the areas approved by the Indicative Masterplan which was submitted as part of the outline application. These areas of play are dispersed around the development to ensure that all residents are within a certain distance from a play area depending on the typology of the play area.)</i></p> <p>4) Isolation of and unsuitability of land for sports pitches. <i>(Officer Note: The siting of the sports fields accords with the approved Masterplan for the site and have always been in this location.</i></p> <p><i>The S106 agreement requires a specification of the sports pitches to be submitted and approved prior to any works taking place so there will be control over the design of the sports pitches to ensure they are useable and fit for purpose.</i></p> <p><i>A car park will be provided for the sports pitches. The impact of this and any</i></p>

		<p><i>access upon nearby properties in relation to parking and potential 'nuisance' will be considered at the detailed planning stage).</i></p> <p>5) Location of Commercial Centre (to include Community Centre) <i>(Officer Note: Accords with the approved masterplan. A Transport Assessment (TA) was submitted with the outline application and supported by the Local Highways Authority.</i></p> <p><i>Having the local centre adjacent to the school will allow linked/shared trips in the interests of sustainability.</i></p> <p><i>The local centre will have sufficient car parking in accordance with current guidance and will be accessible via walking or cycling.</i></p> <p><i>Being sited adjacent to the principal spine road and access into the development will encourage the use of the local centre by passing trade which will improve its viability).</i></p> <p>6) Significant reduction in green space from Masterplan (SK11) <i>(Officer Note: The proposals accord with the outline permission and Masterplan and there is no reduction in green space).</i></p> <p>7) Proposed changes to alignment of Port Road will create local 'rat runs'. <i>(Officer Note: The re-alignment of Port Rd was approved under the outline permission an took account of the comments of Harlestone PC and the Local Highway Authority to reduce potential rat running through the village).</i></p> <p><i>Officer Note: A joint response from the Daventry and South Northants case officers was sent to the Parishes which are summarised in italics against each of the above points.</i></p>
Harlestone Manor Parish Council	Comments	<p>See above.</p> <p><i>Officer Note: Following the response from case officers to the Parishes a reply was received from Harlestone Manor acknowledging that they would not be seeking changes to things that had already</i></p>

		<i>been approved.</i>
Local Highway Authority	No objection	The principles of the pedestrian and cycle connections, public transport strategy, street typologies (including hierarchies), spine road types, direct access to the spine road (to be grouped where possible), secondary streets, verge/tree planting, shared surfaces, green lanes, residential parking typologies (parking courts only supported if they are overlooked and attractive to residents) and landscape strategy are all agreed.
Education Authority	Comments	<p>Suggest the Design Code be amended to reflect that the baseline approach as set out by the DFE be the minimum expected standard, with any design-led enhancements (e.g. in respect of roof scape, building details, materials, boundary treatments etc) being subject to an assessment of their financial feasibility. In the event that the level of section 106 contribution is insufficient to support the delivery of design-led enhancements set out in the Design Code then this should not prevent the baseline design from being delivered, subject to necessary planning consents being secured.</p> <p>In respect of highways, appropriate and safe access points will need to be provided to the school site for pupils, staff and visitors, as well as service vehicles (e.g. refuse collections). <i>(Officer Note: Further clarification of these matters has been added at Paragraphs 8.24 to 8.28 as requested).</i></p>
Surface Water Drainage Team (AKA Lead Local Flood Authority)	Comments	<p>1) Section 7.19 states; The sustainable surface water management strategy has been designed to reflect the existing greenfield drainage regime of the site, with the aim of maintaining the existing catchments and surface water runoff rates. It is proposed that surface water will be discharged to the local watercourses at a rate equivalent to the pre-development greenfield runoff rate, thus ensuring no increase in flood risk within or downstream of the site.</p> <p>The discharge rate should be greenfield runoff rate but proportional to the impermeable area not the whole site area.</p> <p>2) The LLFA would ask that surface water conveyance and storage is situated above</p>

		<p>ground where possible and that the Design Code encourages a true SuDS system.</p> <p>3) Whilst the Design Code relates to the strategic drainage system, it should also encourage the use of source control SuDS within each parcel to further reduce flood risk and where possible provided amenity and biodiversity benefits. <i>(Officer Note: These clarifications have been added to the Site Wide Principles for Drainage as requested)</i></p>
Building Control	No objection	
Strategic Housing	No objection	<p>Note the commitment to ensuring that the affordable housing is tenure blind in line with Policy LH8 of the SN LPP2. This tenure blindness should extend to any hard or soft landscaping along with types of parking provision. <i>(Officer Note: Further clarification has been added to paragraph 7.7 to cover this matter).</i></p> <p>The maximum clustering of 20 units and the absence of affordable housing on phase 1 is consistent with the S106 agreement.</p> <p>Note that there is almost no mention of climate change. This includes how the design choices will affect the development's impact on the climate and how the design choices may influence the effects of climate change on residents, for example through overheating. <i>(Officer Note: Information on Sustainable Building Techniques has been added at paragraph 7.36 This is not a requirement of the condition)</i></p>
Economic Development	No objection	
Northants Police Crime Prevention Design Advisor	Comments	<p>Pleased to note that the play parks are to be limited to fewer, larger areas. Does not agree with the use of parking courts but if they are to be provided they should be gated and well overlooked.</p>
Stagecoach Buses	Comments	<p>Recommend that the indicative position/frequency of bus stops is specified in the Design Code. <i>(Officer Note: The indicative position of bus stops has been added to the Access and Movement Strategy Plan along with the guidance that they should be located along the spine roads at 400m walking catchments).</i></p>

7. RESPONSE TO PUBLICITY

There is no statutory duty to consult on applications to discharge conditions. In accordance with the Council's protocol only targeted consultations were undertaken with consultees and no third parties or neighbours were consulted.

- 7.1. There have been no comments from third parties or neighbours.

8. APPRAISAL

What is a Design Code?

- 8.1. The MHCLG Planning Policy Guidance on 'Design: process and tools' describes design codes as "illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area" (Paragraph: 008 Ref ID: 26-008-20191001).
- 8.2. A design code is a technical delivery document which should serve as a quality benchmark that can be applied to the whole development. Design Codes should be read in conjunction with other documents, which set out a clear vision, principles and character for the development, such as the Design & Access Statement and Masterplan. Codes should develop the design vision and provide a clear set of requirements (the codes) to achieve/deliver this vision. The Spatial Masterplan provides the broader place-based vision, whilst codes interpret and articulate this vision.
- 8.3. A design code should not constrain the detailed design solutions for individual phases but it should set out a general design approach and aspirations for the provision of a number of different character areas across a large development. The proposed design approach should be informed by a character analysis; an appraisal of existing development within the vicinity of the site. The code should include a sufficient variety of character areas in order to create distinct places within a large scheme to make the development visually interesting and legible. At the same time, it should also ensure consistency in the detailed design for buildings within each area to produce harmonious and attractive spaces and neighbourhoods.
- 8.4. A design code should also set out rules for how strategic infrastructure will be dealt with across the development. For example, illustrations showing the hierarchy of various road types should be included and give minimum/maximum widths and surface treatments for the various elements within the highway (carriageway, verge, footpath, cycleway etc). Examples of other strategic matters which would typically be addressed are parking, non-vehicular movement, connectivity, public open space, play areas, the local centre, affordable housing, refuse, drainage, crime prevention, utilities, street furniture etcetera.
- 8.5. On a multi-phased development scheme (such as a SUE) where it is likely that a number of different developers will build out various parts of the site a design code is an important document in ensuring that the development and its strategic infrastructure is delivered in a coherent and harmonious way. It should provide developers with a 'guide book' for all future reserved matters applications for the various phases of the SUE which would be expected to adhere to the code.

Northampton West Design Code

8.6. Officers have been working together with the applicants, Bloor, to agree a Design Code for Northampton West since outline planning permission was jointly granted in December 2020 by both former authorities. The applicants have addressed the concerns and matters raised by officers and consultees and the code is considered to be acceptable. The following description and assessment of the various sections within the Northampton West Design Code explain how officers have arrived at this view.

Local Character Assessment Summary

8.7. The character assessment section was revised and expanded to ensure that it provided a thorough and accurate appraisal of existing character areas within Northampton and surrounding villages. A table was added to summarise the Character Analysis and the “Lessons for Northampton West” which highlight those characteristics to be taken forward into the Design Code was amended. This approach should ensure that development coming forward will be locally distinctive and respectful of its context.

8.8. The ‘headline’ findings of this appraisal include: New Duston is an inward facing development that is insular and impedes legibility but the consistency of materials used creates a cohesive character; the use of projecting front gables and chimneys at Harlestone Manor could be replicated to create a cohesive character; Marina Park and Buckton Fields provide design cues for the layout with a distinctive spine road and legible street hierarchy; the excessive use of parking courts at Upton should be avoided; no salient architectural character can be derived from neighbouring residential areas and therefore Northampton West should seek to establish its own character, of its own time, as a transitional space between the urban/suburban edge of Northampton town and rural villages and between Harlestone Manor to the north and Norwood Farm to the south.

8.9. Summary of Character Analysis Table:

LAYOUT			
Urban Form	Built/Plot Form	Building Heights	Building Set-Back
<p>Perimeter development blocks favoured as they provide good natural surveillance to public realm</p> <p>Rear access via large scale parking courts should be avoided if possible, to avoid “dead” frontages as seen at Timken Way South</p> <p>Proper mews streets with active frontage within them, as seen at Timken Way North can be utilised to provide active frontages to internal residential blocks</p> <p>Positive active frontage to the primary movement route will aid legibility and pedestrian movement through the scheme</p>	<p>Should vary with character area and density to be achieved</p> <p>Higher density to be narrower fronted and deeper plan units and lower density formed by larger dwellings set within more generous development plots</p> <p>Use of higher density development in more central areas of development would reflect more historic development in Duston Village and Semilong</p>	<p>Predominantly 2 storey</p> <p>Elements of 2.5 and 3 storey to help define the street scene and provide variation across the development</p> <p>Use of higher storeys more common in higher density development</p>	<p>Varies, shallow in higher density development, as seen in traditional Victorian development in historic Duston village and Semilong (1.5-2.5m)</p> <p>Deeper set backs to lower density areas as seen at New Duston and Buckton Fields</p>
LANDSCAPING/OPEN SPACE			
Public Open Space	Planting	Boundary Treatment	Parking
<p>Ideally integrated with development</p> <p>Formal play spaces provided across the development</p> <p>Areas of informal amenity space should be designed around existing green infrastructure and retained tree and hedgerow planting</p>	<p>Low-level planting to frontages</p> <p>Street trees to help to define primary movement routes, larger scale stems preferred to add instant impact from year 1 and avoid spindly nature of tree at Marina Park</p>	<p>Planted frontages, hedgerow and railing relatively common across all areas analysed</p> <p>Consistency in approach preferred in a single character area to aid legibility</p>	<p>On plot to front and side preferred as better surveillance and less reliant on-street parking that can block carriageway/restricts pavements</p> <p>Adequate on plot and visitor parking needed to avoid cars negatively dominating the street scene, as seen in Semilong</p>
ARCHITECTURAL DETAILING/MATERIALITY			
Façade Materials	Roof Scape/Materials	Detailing	Fenestration
<p>Northampton stone, red and buff brick common across all areas</p> <p>Use of render common across all areas although colours vary and amounts vary by character to be created</p> <p>Limited use of timber boarding can aid an alternative and more contemporary character</p>	<p>Roofs predominantly eaves fronted. Use of hipped roof form tends to be on early 20th century development and more recent key buildings</p> <p>Gables with timber detailing to occasional plots commonplace across all areas, apart from terraced units in Semilong</p> <p>Red and brown concrete tiles and slate effect tiles common</p> <p>Chimneys - consider use across the scheme to aid legibility and wayfinding</p>	<p>Stone sills and heads common</p> <p>Brick head and sills, string courses</p> <p>Arched window heads common</p> <p>Extensive use of brick corbelling and quoining can confuse the identity in newer development</p> <p>Porch styles vary across development. Use of larger canopies common, smaller flat roof elements tend to appear on more contemporary developments</p>	<p>UPVC windows common, however fenestration patterns vary, mock sash, glazing bars and plain casement windows used depending on areas</p> <p>Splayed bay windows to some larger units</p> <p>Square bay windows to more contemporary architecture</p>

Overarching Design Instructions

- 8.10. Overarching Design Instructions are presented via a Regulating Plan which shows where various features and character areas will be located within the development. This plan is consistent with the higher-level Masterplan which was approved under the outline permission. This means that the siting of key strategic infrastructure such as the accesses, spine road, development parcels, the school and local centre, public open spaces, structural planting and sports pitches have been brought through from the Masterplan into the Regulating Plan. The RP provides more detail than the MP by also showing the locations of: secondary streets; potential future access points to neighbouring, proposed developments; pedestrian/cycle routes; Neighbourhood Equipped Area of Play (NEAP), Combined Local Equipped Areas of Play (LEAP) and Local Areas of Play (LAP) and LAPs; drainage attenuation ponds; keynote spaces; keynote dwellings; and character areas.

Access and Movement

- 8.11. This section sets out the locations of the spine and secondary roads and pedestrian and cycle routes. A set of Street Typologies provides a guide to how a hierarchy of streets will be implemented within the development going from spine roads as highest level street type, to secondary streets, to shared surfaces, to green lanes at the bottom level. Three types of spine road are proposed to reflect the adjacent land uses and proximity to the site accesses. The typologies include diagrams to show typical sections through the different road types. Details of the road speeds, accessibility for buses, widths and construction of carriageways, footpath/cycleways and verges are provided. It also includes Parking, a Public Transport Strategy and potential future links to surrounding existing and proposed developments.
- 8.12. The Parking guidance accords with the adopted Parking SPD for Northamptonshire and advocates a wide range of parking solutions that can be applied across the development including parking courts. Whilst Highways and the CPDA have reservations about the use of parking courts it has been agreed that these could be used infrequently where they are well overlooked and secure and where this would allow a better-quality street scene. Having a wide selection of parking options seeks to reduce the reliance on having perpendicular parking immediately in front of dwellings which can be detrimental to residential amenity and the street scene. Perpendicular frontage parking should not be the 'default' option and there will be a maximum of 4 consecutive bays without a landscaping break.
- 8.13. Planning and Highways officers are all satisfied with these design principles which are also consistent with the outline permission. The Design Code was revised to take account of comments from the Local Highway Authority regarding limiting direct accesses from the spine road and to clarify that lower hierarchy streets are only accessible from a higher or equal hierarchy street. The applicants also revised the parking options relating to parking courts and perpendicular parking in line with advice from officers.

Site Wide Principles

- 8.14. The Site Wide Principles cover the following matters which have implications for the whole site: layout; crime prevention; affordable housing; refuse; drainage; utilities (meter

boxes, fire hydrants, pump stations, electrical sub-stations); building parameters; and green infrastructure.

- 8.15. The Layout Principles comply with the rules of good urban design by seeking to ensure a clear distinction between private and public spaces, good surveillance of the public realm and the provision of private spaces that are easier to protect from intrusion. Similarly, the principles set out in the code are also consistent with national and local policies on crime prevention by seeking to have outward facing development blocks with active frontages to all public and semi-public spaces; i.e. windows and doors facing onto to streets, parking courts, open spaces, footpaths and play areas to provide good surveillance.
- 8.16. The principles for affordable housing comply with the majority of local policies and standards. Whilst smaller clusters (less than 9 to 15) would be preferred within the Daventry area in accordance with DDC's SPD on Affordable Housing a maximum cluster size of 20 is acceptable within South Northants area and this was already approved for the outline planning permission (see Schedule 3, "Affordable Housing Standards" of the S106 agreement). Therefore, the affordable housing principles are considered to be acceptable and reflect the permission already granted.
- 8.17. In respect of the Drainage principles it was recommended that some additions/clarifications were made to the text to address the comments of the Lead Local Flood Authority. Namely, that the discharge rate should be greenfield runoff rate but proportional to the impermeable area not the whole site area and that surface water conveyance and storage is situated above ground where possible. The code should also encourage the use of a true SuDS system and the use of source control SuDS within each parcel to further reduce flood risk and where possible provided amenity and biodiversity benefits. The text has now been updated accordingly and so these principles are considered to be acceptable.
- 8.18. The guidance relating to utilities is considered to be appropriate and will serve as a solid basis for the drawing up of detailed reserved matters. First iterations of the code did not provide suitable examples of soft landscaping and screening for electricity sub-stations but additional and more appropriate examples were added by the applicants in response to officer feedback.
- 8.19. The code also includes a section on Building Parameters which provides a basis for the underlying forms of buildings/house types. These parameters are based upon the character analysis/lessons from Northampton and identify how and where key design features (such as projections and chimneys) will be utilised across the development.
- 8.20. Northampton West SUE will serve as a transition between Norwood Farm SUE to the south and the Harlestone Manor development to the north. On the advice of officers, strategies for controlling the use of projecting front gables and chimneys across the site have been added to the code to take account of the presence or lack of these features within the adjacent areas. Therefore, chimneys will be used on more plots, particularly in prominent locations such as along the spine roads, in the southern half of the site where it abuts Norwood Farm. This is because the Norwood Farm Design Code advocates using chimneys on a large proportion of houses whereas chimneys are only used sparingly (on key plots) in Harlestone Manor to the north.
- 8.21. Similarly, fewer projecting front gables are to be used within the character area to the south of the site to better reflect their relatively infrequent use as advocated in the Norwood Farm Design Code. Projecting front gables are a more common feature in Harlestone Manor and therefore the code allows for a higher proportion to be used to the central and northern character areas.

8.22. Green Infrastructure is also covered as a site wide principle with more landscaping details included for specific character areas and for the plays areas and open spaces later in the code. The overall Proposed Landscape Strategy is consistent with the Landscape Strategy Plan approved under the outline permission but now advances the detailed proposals to include the locations of the play parks, a hierarchy of pedestrian and cycle routes through the development and areas for potential wildlife/biodiversity enhancements. Officers are content with this strategy.

Detailed Design Instructions

8.23. This section of the code breaks the development down into neighbourhoods and character areas and makes specific recommendations for the architectural approach to be utilised within each of these areas. These instructions are based upon the findings of the character analysis and the different neighbourhoods and character areas primarily take their cues from the closest neighbouring developments where this has been justified in the analysis. Three neighbourhoods are proposed: Fleetland to the north of the site; Central; and Heath to the south. Each of these neighbourhoods is broken-down into three character areas: Spine Road; Green Edges; and Neighbourhood Housing. The school and local centre also have their own dedicated instructions.

8.24. A number of detailed design features were originally included within the various neighbourhood/character areas which have subsequently been removed in line with advice from officers. For example, mock-Tudor cladding treatments were proposed for gables but were not considered to be an appropriate feature to be brought through from the character analysis. Similarly, arched canopy porches and gabled fronted double garages were also replaced with more appropriate designs that take their cues from existing developments around Northampton.

8.25. Following discussions between the applicant and officers revisions were also made to the palette of facing materials. All reference to 'stone effect' were removed. It is not envisaged that stone will be a commonly used material within the SUE but if it is used it would be a natural stone finish. Brick, render and timber cladding with slate effect tiles or smooth, plain tiles will be the most commonly used materials (as evidenced by the character analysis).

8.26. Fleetland Neighbourhood. This is named after the existing Fleetland Farm located within the northern half of the site. It takes design cues from the surrounding development, and the street and block layout is to be influenced by the retained hedgerows with larger areas of open space to create identifiable breaks within the urban form.

8.27. Central Neighbourhood. Located, as the name implies, within the middle of the development and to the east of the site, the Central Neighbourhood will be visible to visitors from New Sandy Lane and is therefore an important gateway. It should provide a strong sense of arrival and character. It will lie adjacent to the Local Centre and Primary school and will feature simple detailing and quality materials with clean and crisp finishes helping to define the eastern entrance of the site. This will also provide an identifiable contrast to the Fleetland and Heath Neighbourhoods.

8.28. Heath Neighbourhood. Located to the south and west of the site and named after the existing Heath Farm which lies within the southern half of the site this neighbourhood will link the Northampton West SUE with the adjacent Norwood Farm SUE. Development here will be linear back-to-back residential blocks. Areas of retained woodland will be enhanced and provide keynote spaces within the neighbourhood.

8.29. Spine Roads. The spine roads will feature within all three neighbourhoods and a distinctive character is proposed for these key frontages which act as the principal

access routes, connect to the primary access points and serve the important amenities (i.e. the Local Centre and Primary School). This will help to create a legible development which facilitates movement.

- 8.30. Neighbourhood Housing. These character areas are for the internal parts of the development which will be predominantly residential areas. These residential cores will generally be of a higher density than development along the spine roads and green edges with more lower tier roads (shared surfaces and green lanes).
- 8.31. Green Edges. The western-most green edges of both the Heath and Fleetland neighbourhoods will form the new edge of settlement boundary for Northampton and therefore they should respect the rural context of these areas to provide a more sympathetic transition between the development and the open countryside beyond the site to the west; hence the inclusion of 'Green Edges' character areas within these neighbourhoods. The northern boundary of the Central Neighbourhood is also designated as a green edge as it lies adjacent to the Dallington Brook which serves as structural green space, amenity open space and a green/blue wildlife corridor within the development.
- 8.32. Local Centre. There is an opportunity to use a more contemporary approach to the building design within this area. The instructions are consistent with the outline planning permission.
- 8.33. School. Taking account of comments made by the Education Team the instructions relating to the school are considered to be acceptable.
- 8.34. Officers are satisfied that the Detailed Design Instructions will provide for enough variety and flexibility to create a visually interesting, distinctive and legible development whilst also giving enough detail to guide the design of reserved matters applications to ensure a consistency of approach which is respectful of the surrounding areas.

Landscape Proposals

- 8.35. The final section of the Design Code sets out details for the landscaping strategy to be applied across the SUE. The strategy gives guidance about the principles to be applied when designing the key green spaces for the development; green corridors; Gateway Green; Western Planting Corridor; Dallington Brook Ecological Corridor; Dallington Brook Community Park; Community Sports Hub; Wildlife Park and Community Orchard; and Port Road Community Park.
- 8.36. A Planting Palette is included for the various types of green spaces as well as for each of the neighbourhoods/character areas. This describes the species of plants to be used within each area. Using plants of varying shapes, sizes and colours will help to create a distinctive character and reinforce and harmonise with the built form.
- 8.37. Also included in this section are details of the street furniture and hard landscaping that should be utilised across the SUE.
- 8.38. Officers are satisfied that the landscaping strategy will help developers to design appropriate detailed landscaping proposals for the development which will be sympathetic to and support the creation of distinctive character areas.

9. FINANCIAL CONSIDERATIONS

- 9.1. CIL is payable at the relevant rate for residential and retail uses on commencement.

10. PLANNING BALANCE AND CONCLUSION

10.1. The proposed Northampton West Design Code is consistent with the outline planning permission and represents a logical progression from the associated Masterplan and Design and Access Statement. The applicants have worked with officers to amend and revise the code to produce a set of guidelines which should enable developers to design appropriate, detailed, reserved matters planning applications for this SUE. Condition 7 of the planning permissions should be discharged.

11. RECOMMENDATION

11.1. RECOMMENDATION – DISCHARGE CONDITION 7 OF OUTLINE PLANNING PERMISSIONS S/2017/2270/EIA AND DA/2017/0889